

the effort for victory with a vigor and determination unknown in any American conflict, before or since.

The ultimate tragedy of Pearl Harbor was the fact that it could have been foreseen and prevented. Candidates for graduation at the Japanese military academies had been asked to plan an attack on Pearl Harbor as part of their final examinations each year since 1931. The Japanese secret code had been broken, and the State Department was aware that an attack was imminent. However, the location was not known, and so our commanders were not notified in a timely fashion.

This does not mean, however, that our 3,600 casualties were killed or wounded in vain. The heroism demonstrated that fateful Sunday morning did much to inspire millions of Americans to greater sacrifice and heroism which was necessary for our ultimate victory. Every 5 years, on December 7, the survivors of Pearl Harbor, reunite at Pearl Harbor. This year will mark the 54th Anniversary of Pearl Harbor and our thoughts and prayers will be those survivors and their families as well as the families who have lost sons and daughters in that conflict.

THE BORDER INFRASTRUCTURE IMPROVEMENTS ACT

HON. BOB FILNER

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, December 7, 1995

Mr. FILNER. Mr. Speaker, I rise today to remind this Congress of an important impending date in the North American Free Trade Agreement [NAFTA] which this Congress approved. On December 18, the agreement requires the participating nations to open their border states to each other's commercial truck traffic.

It is appropriate to remember this date as I introduce "The Border Infrastructure Improvements Act of 1995" to ensure that border cities have the necessary transportation infrastructure to implement this federal trade policy.

Historically, investment in transportation has helped countries achieve and maintain world power status. The vast empires of Greece, Rome, England and Spain all benefited from their extensive infrastructure networks. Similarly, our own investment in our roads, highways, airports, sea ports and railroads has been responsible for creating the most advanced and efficient economy in the history of the world.

This situation continues to be true today, and business leaders and elected officials remain united in this belief that improving our transportation infrastructure is the key to growing our economy. This belief was reinforced by the passage of NAFTA.

Soon, many more Mexican trucks will be begin crossing our bridges, travelling our roads and highways, and visiting our harbors and airports.

When Congress approved NAFTA, we all knew that ensuring its success would require that all parties provide the necessary infrastructure to facilitate the flow of trade.

We believed that inherent in the passage of this legislation was a commitment to build, repair and maintain the physical infrastructure to implement this Federal trade policy. This

seemed to be a good sign for America's bridges, roads, highways, and sea ports that service the points of entry for foreign trade. Unfortunately, this has not been the case and the physical needs of the trade treaty still have not been addressed.

While I welcome the prospect of free trade with our North American neighbors, I am concerned that our infrastructure is woefully unprepared to handle this new traffic. I believe many of our roads and highways at our borders are not yet prepared to handle this tremendous increase in commercial traffic.

My own district has two unfunded NAFTA mandates that our community alone cannot address—completion of State Route 905 and revitalization of the San Diego & Arizona Eastern rail line, the "Jobs Train".

State Route 905 serves as the only link connecting the nation's second busiest southern commercial border crossing to the national inter-state highway system. This road, however is currently a four lane city street! It was not intended to carry the additional border traffic that will soon be coming. And it was never intended to be a tool to implement international trade policy. I know this is also the case in numerous other border crossing communities.

The "Jobs Train" rehabilitation would revitalize San Diego's rail link to the eastern bound rail lines. Repairing and improving this now abandoned railroad would provide quicker access to eastern markets for trade arriving through the Port of San Diego and the border crossing.

Our cities and states undergo a constant struggle to build and maintain their own infrastructure. They do not have sufficient funds to single-handedly complete projects which support federal trade policy. Not funding these projects is the worst kind of unfunded mandate. The Federal Government must meet its responsibility.

Under my legislation, the Federal Government will honor this commitment to the cities and States affected by the new trade policies of NAFTA. This bill guarantees that the necessary infrastructure to implement this policy will become a federally funded priority.

Today, America finds itself in a unique opportunity to again demonstrate this infrastructure investment policy and help stimulate its own economic growth. It is an opportunity that we cannot afford to miss.

We are fortunate in America to have this opportunity to control our own economic future. We are a young and vital country, filled with optimism and vision. Let's hope that we act on that vision while the opportunities are still there. If we succeed, our nation will continue to be a better place to live for generations to come.

I encourage my colleagues to join me in this effort to provide this vital infrastructure to help our nation take full advantage of the new global market.

REMEMBERING PEARL HARBOR DAY

HON. SAM FARR

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, December 7, 1995

Mr. FARR of California. Mr. Speaker, it was 50 years ago this year that World War Two

came to an end. Fifty-four years ago today, our naval base in Pearl Harbor, Hawaii, was subject to a devastating surprise attack by the Japanese. And with that attack, our participation in that war began.

On that day, we could not have foreseen the terrible consequences World War Two would have for our Nation. No one could have known that 400,000 Americans would die. No one predicted that 1 million Americans in all would be killed or wounded: more than in any other war where American blood was shed.

But what our Nation did see on that terrible day was a great threat to freedom, peace, and security. The shadow of imperialism and war had crossed our borders, and we realized just how close we were to being consumed by the aggression that was claiming the freedoms—and lives—of millions of people in Europe and Asia.

Millions of young Americans volunteered to serve their country. They could not see the future, but they knew the risk they took and the horrors of war they would face. They knew they might never come home again. Yet they also saw the great threat to America, to democracy and freedom around the world. They saw that the very future depended upon their service.

When the war was over, more than 16 million Americans had served—more than in any other conflict, before or since. Without their sacrifice, our world would not be what it is today. Indeed, our entire world was shaped by the outcome of that war. And so many of the basic things which we take for granted—peace, freedom, respect for human rights, economic prosperity—we would not have without their sacrifice.

So on this day, let us remember those who lost their lives at Pearl Harbor, and the hundreds of thousands who gave their lives in the 4 years of war that followed. We owe them all a very great debt.

PRESIDENT CONCERNED ABOUT HUMAN RIGHTS ACTIVIST DE- TAINED WITHOUT TRIAL IN INDIA

HON. DAN BURTON

OF INDIANA

IN THE HOUSE OF REPRESENTATIVES

Thursday, December 7, 1995

Mr. BURTON of Indiana. Mr. Speaker, in October, 65 Members of Congress from both parties wrote to the President of India, P.V. Narasimha Rao, to protest the detention of Sikh human rights activist Jaswant Singh Khalra.

Mr. Khalra was arrested for publishing information about the extensive human rights abuses going on in Punjab. Mr. Khalra had published information exposing the Indian police practice of arresting young Sikh men, torturing and murdering them, then declaring them unidentified and cremating their bodies to cover up their abuses. According to Mr. Khalra, 25,000 young Sikh men have disappeared in this fashion.

A copy of our letter was sent to President Clinton, who recently responded. In his letter, he stated that, "I too am concerned" by this incident. I am enclosing a copy of the President's letter, along with our initial letter and a newspaper article, for the record. As my colleagues will see, the President reported that